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A BOBIT PUBLICATION

DECEMBER / JANUARY 1990

SCHOOL BUS FLEET®

MANAGEMENT & MAINTENANCE OF PUBLIC & PRIVATE PUPIL TRANSPORTATION FLEETS

SPECIAL EDITION $25

ANNUAL FACT BOOK

1990 Calendar
Industry Statistics
Company Directory
Distributor Listings

A BOBIT PUBLICATION

BOBIT PUBLISHING

SCHOOL BUS FLEET

MANAGEMENT & MAINTENANCE OF PUBLIC & PRIVATE PUPIL TRANSPORTATION FLEETS

Vol. 35 No. 6

December / January 1990

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Member: VBPA NSTA NAPT ABP

EDITORIAL AWARD
JESSE H. NEAL CERTIFICATE, 1985

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School Transportation, 1987-88 School Year

State	Pupils Transported at Public Expense	Bus Ownership						Total Number of Buses	Total Miles of Service	Transportation Expenditures ($) Including Capital Outlay
		District			Contractor					
		Type I	Type II	Total	Type I	Type II	Total			
Alabama	440,880	1,242	5,605	6,847	0	0	0	6,847	58,026,724	$ 79,368,783
Alaska	45,008	N/A	N/A	N/A	N/A	N/A	N/A	684	5,805,000	23,713,035
Arizona	230,000	N/A	N/A	N/A	N/A	N/A	N/A	4,800	32,000,000	63,197,000
Arkansas	264,474	3,981	1,651	5,632	0	0	0	5,632	34,535,026	43,473,025
California	969,379	12,090	2,371	14,461	3,131	2,747	5,878	20,339	272,632,271	670,968,848
Colorado	227,313	3,813	368	4,181	188	4	192	4,373	43,341,259	69,074,182
Connecticut	334,080	287	19	306	3,519	1,179	4,698	5,004	N/A	102,307,206 **
Delaware	83,102	N/A	N/A	373	N/A	N/A	904	1,277	16,643,545	28,020,227
Florida	766,381	261	11,291	11,390	0	937	937	12,327	182,516,382	272,574,807
Georgia	867,979	N/A	N/A	10,765	N/A	N/A	39	10,804	95,175,360	175,198,366
Hawaii *	40,237	N/A	N/A	15	N/A	N/A	748	763	7,245,558	17,654,717 **
Idaho	122,500	1,476	10	1,486	523	15	538	2,024	20,415,219	26,953,296
Illinois	957,016	N/A	N/A	9,000	N/A	N/A	12,500	21,500	181,426,535	356,664,070
Indiana	684,582	N/A	N/A	7,475	N/A	N/A	2,540	10,015	72,975,533	198,682,687
Iowa	240,198	5,789	884	6,673	232	21	253	6,926	62,132,738	56,828,829
Kansas	170,472	N/A	N/A	4,123	N/A	N/A	1,052	5,175	42,374,413	69,344,741
Kentucky	451,483	7,292	542	7,834	176	7	183	8,017	80,114,000	86,805,000
Louisiana *	536,735	N/A	N/A	3,358	N/A	N/A	3,882	7,240	N/A	N/A
Maine	169,635	46	1,940	1,986	25	447	472	2,458	38,324,428	43,076,783
Maryland	458,372	2,698	2	2,700	2,703	1	2,704	5,404	85,853,127	113,379,689
Massachusetts	434,208	N/A	N/A	N/A	N/A	N/A	N/A	5,990	48,844,385	147,378,936
Michigan *	781,874	N/A	N/A	13,480	N/A	N/A	100	13,580	128,520,000	250,000,000 **
Minnesota	900,781	3,894	839	4,733	4,608	1,094	5,702	10,435	124,546,610	178,887,878
Mississippi	365,164	N/A	N/A	5,277	2	N/A	2	5,279	42,146,086	60,391,091
Missouri	451,807	489	5,632	6,121	352	4,048	4,400	10,521	110,618,645	163,693,537
Montana	59,083	N/A	N/A	682	N/A	N/A	672	1,354	16,913,995	16,969,680
Nebraska	67,735	N/A	N/A	3,876	0	0	0	3,876	31,427,445	33,757,732
Nevada	59,686	100	933	1,033	0	0	0	1,033	13,808,284	19,793,362
New Hampshire	123,000	N/A	N/A	N/A	N/A	N/A	N/A	2,000	11,000,000	26,650,547
New Jersey	621,826	3,780	1,758	5,538	4,939	3,463	8,402	13,970	122,010,081	284,339,501
New Mexico	134,724	542	75	617	1,199	325	1,524	2,141	29,522,821	52,730,200
New York	1,886,703	11,803	3,594	15,397	N/A	N/A	12,080 ***	27,397	182,077,481	976,257,030
North Carolina	678,301	13,146	0	13,146	0	0	0	13,146	122,243,134	146,760,446
North Dakota	47,695	87	1,100	1,187	21	400	421	1,608	25,719,052	22,914,374
Ohio *	1,296,806	N/A	N/A	11,020	N/A	N/A	478	11,958	162,371,000	268,958,350 **
Oklahoma	297,377	6,283	423	6,706	0	0	0	6,706	58,749,942	70,689,903
Oregon	211,292	2,684	336	3,020	1,460	119	1,579	4,599	42,503,644	72,838,877
Pennsylvania	1,337,592	N/A	N/A	8,450	N/A	N/A	13,108	21,558	260,220,772	373,102,407
Rhode Island	97,000	N/A	N/A	N/A	N/A	N/A	N/A	1,429	N/A	33,208,000 **
South Carolina	444,979	N/A	N/A	5,891	18	243	261	6,152	68,128,479	59,291,392
South Dakota	44,738	1,138	95	1,233	399	28	427	1,660	18,198,441	19,316,769
Tennessee	551,832	4,912	163	5,075	1,368	154	1,522	6,597	74,132,853	81,032,752
Texas	1,073,596	23,021	1,872	24,883	806	156	962	25,845	1,214,451	203,110,661
Utah	155,355	1,430	57	1,487	82	7	89	1,576	18,201,720	23,471,800
Vermont	71,567	N/A	N/A	N/A	N/A	N/A	N/A	1,846	11,531,429	16,657,688
Virginia	744,486	N/A	N/A	9,465	311	0	311	9,776	87,620,494	169,272,743
Washington	367,800	5,167	380	5,547	727	153	880	6,427	71,700,000	140,050,067
Washington DC *	5,161	N/A	N/A	N/A	N/A	N/A	N/A	148	2,020,000	N/A
West Virginia	270,441	3,027	66	3,093	0	59	59	3,152	38,561,338	83,421,255
Wisconsin	470,652	N/A	N/A	N/A	N/A	N/A	N/A	7,211	79,010,504	120,252,435 **
Wyoming	43,973	1,179	348	1,527	25	2	27	1,554	14,786,376	22,069,297
TOTAL	**21,157,060**	**121,657**	**42,192**	**257,089**	**26,814**	**15,609**	**90,526**	**372,133**	**3,349,886,580**	**$6,634,554,001**

SOURCE: Reports from State Departments of Education. Prepared by the National Association of State Directors of Pupil Transportation Services and **SCHOOL BUS FLEET** Magazine. *Denotes state failed to reply to survey, previous year's information entered. **Previous years figure used. ***Estimated by NY-DOT range from 45% to 55% of all school buses are contractor-owned.

State School Bus Purchases

State	1981	1982	1983	1984	1985	1986	1987	1988	1989
Florida	757	734	897	937	1,065	1,166	952	1,451	1,182
Kentucky	670	566	632	604	632	579	650	629	676
North Caroiina	610	953	585	759	785	1,202	1,200	1,290	1,200
South Carolina	506	285	219	368	718	409	1,000	0	0
Texas	*2,000	*2,000	*2,000	*2,000	*2,000	*2,000	1,950	1,850	1,900
West Virginia	263	272	324	349	347	328	342	555	289
Total	**4,806**	**4,810**	**4,657**	**5,017**	**5,547**	**5,684**	**6,094**	**5,775**	**5,247**

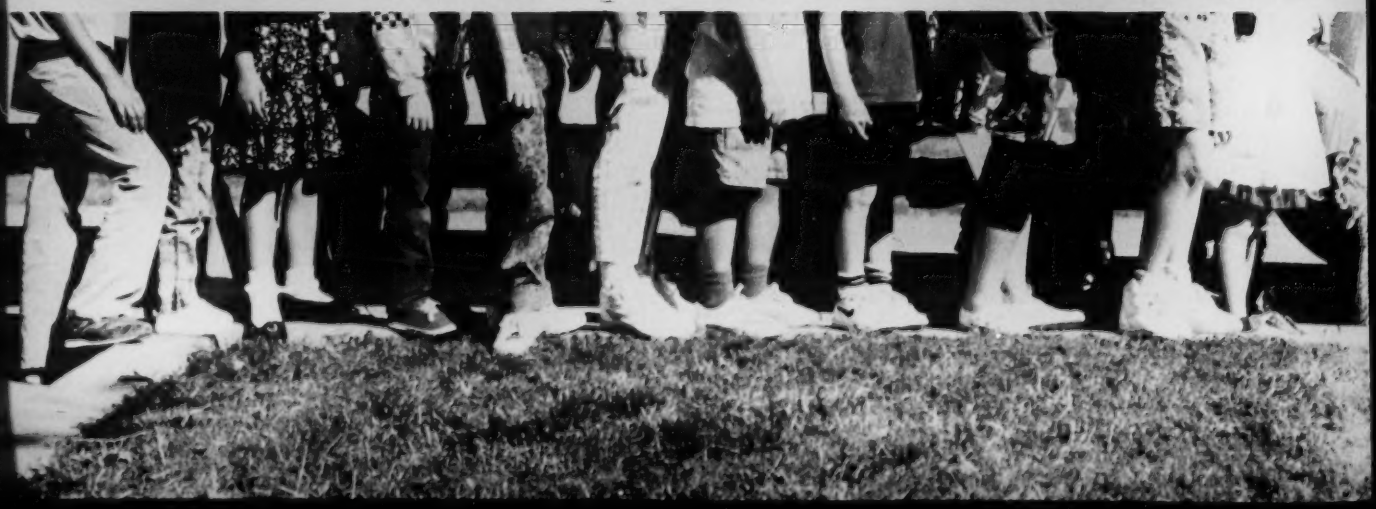
*approximations

In six states school buses are purchased directly by the state, with a committee comprised of the state director of pupil transportation services and other educational or transportation experts developing the specifications. State officials compile the number of buses that districts (and sometimes contractors) require, and then solicit bids from bus body and chassis manufacturers.

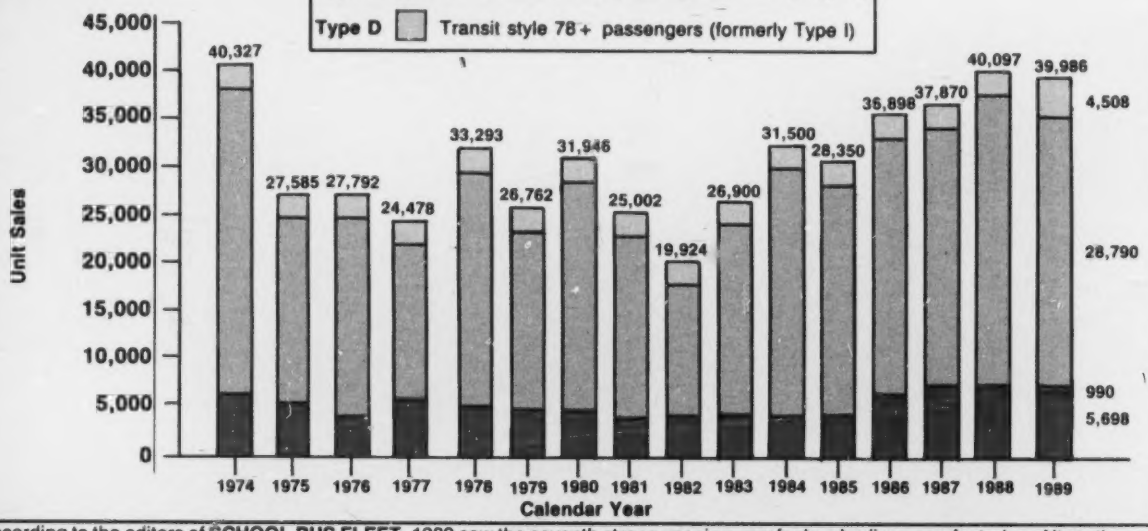
That method of procuring school buses is unlike that in other states which, through their reimbursement formula, reimburse school districts which handle the procurements. Of the six states listed, five purchase once a year while the sixth (Texas) purchases monthly. The data for four of the states is presently by school year while Kentucky and Texas purchase by calendar year. The figures represent an aggregation of all types of school buses.

SOURCE: **SCHOOL BUS FLEET** Research Department

HERE ARE 11 REASONS TO INSTALL HALDEX SLACK ADJUSTERS ON A SCHOOL



U.S. School Bus Body Sales 1974-1989



According to the editors of **SCHOOL BUS FLEET**, 1989 saw the seventh strong year in a row for bus bodies manufacturing. Altogether, bus body and chassis builders manufactured 39,986 school buses, off by only slightly more than 100 from the previous year. Figures for 1989 were collected from manufacturers and component suppliers five weeks before the end of the calendar year, and thus include estimates for December's production; the margin of error is miniscule as manufacturers are able to accurately project production rates for two or more months.

SOURCE: **SCHOOL BUS FLEET** Research Department

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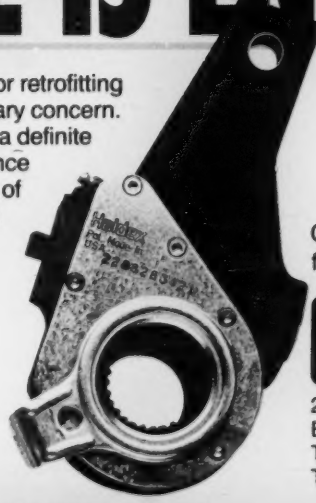
When specing equipment for new school buses, or retrofitting existing ones, total braking safety must be a primary concern. Make sure Haldex Automatic Slack Adjusters are a definite part of that "safety list." Haldex employs a clearance sensing technology that does a more efficient job of keeping brakes in worry-free adjustment between relining . . . automatically. It also means you earn a secondary benefit by reducing the frequency and cost of manual adjustments.

Each and every adjuster is 100% inspected for conformance to operating specifications before leaving our factory. This is the reason Haldex extends such an outstanding warranty.

There are many excellent reasons for Haldex, but you have the most important ones riding your buses every school day. Contact us for complete details.



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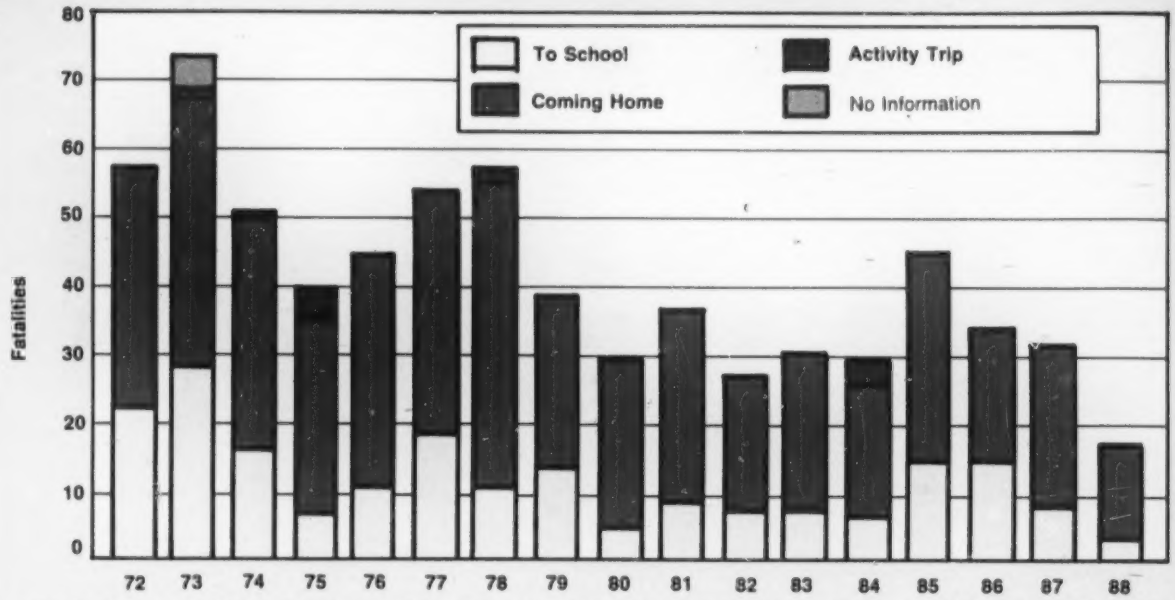
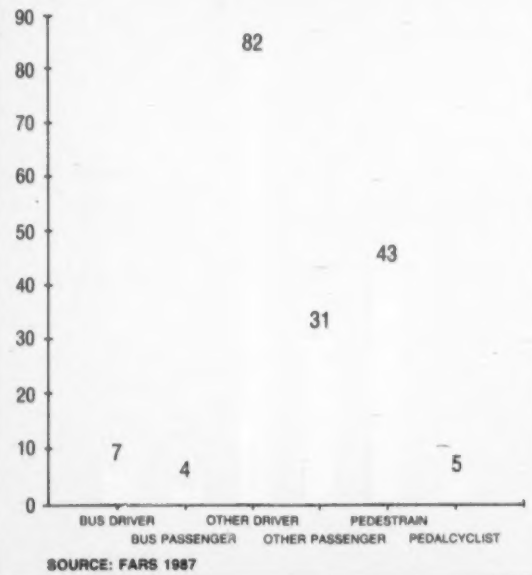
School Bus Fatalities



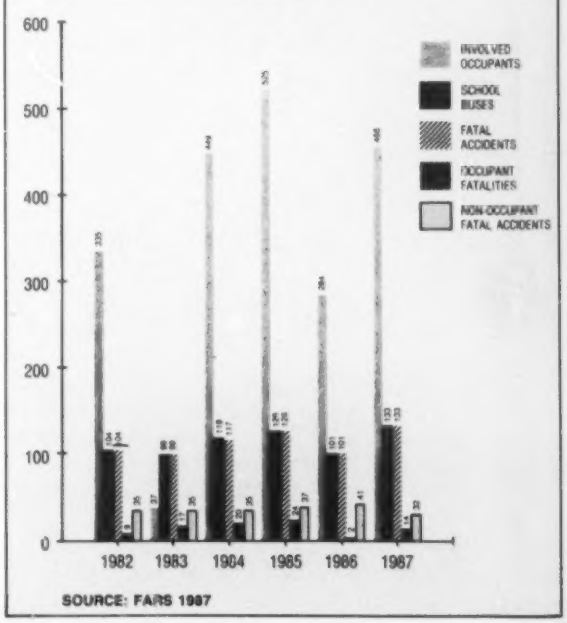
According to the annual K-DOT Loading & Unloading Survey, 16 children were killed in the loading and unloading zone during the 1988-89 school year. That is a 50 percent reduction from the previous year and is the lowest since the survey began in 1970. Moreover, 35 states reported no fatalities, the greatest number of school bus fatality-free states ever recorded. SOURCE: Kansas DOT.

Distribution of Fatalities in Fatal Accidents Involving School Buses for 1987



SOURCE: FARS 1987

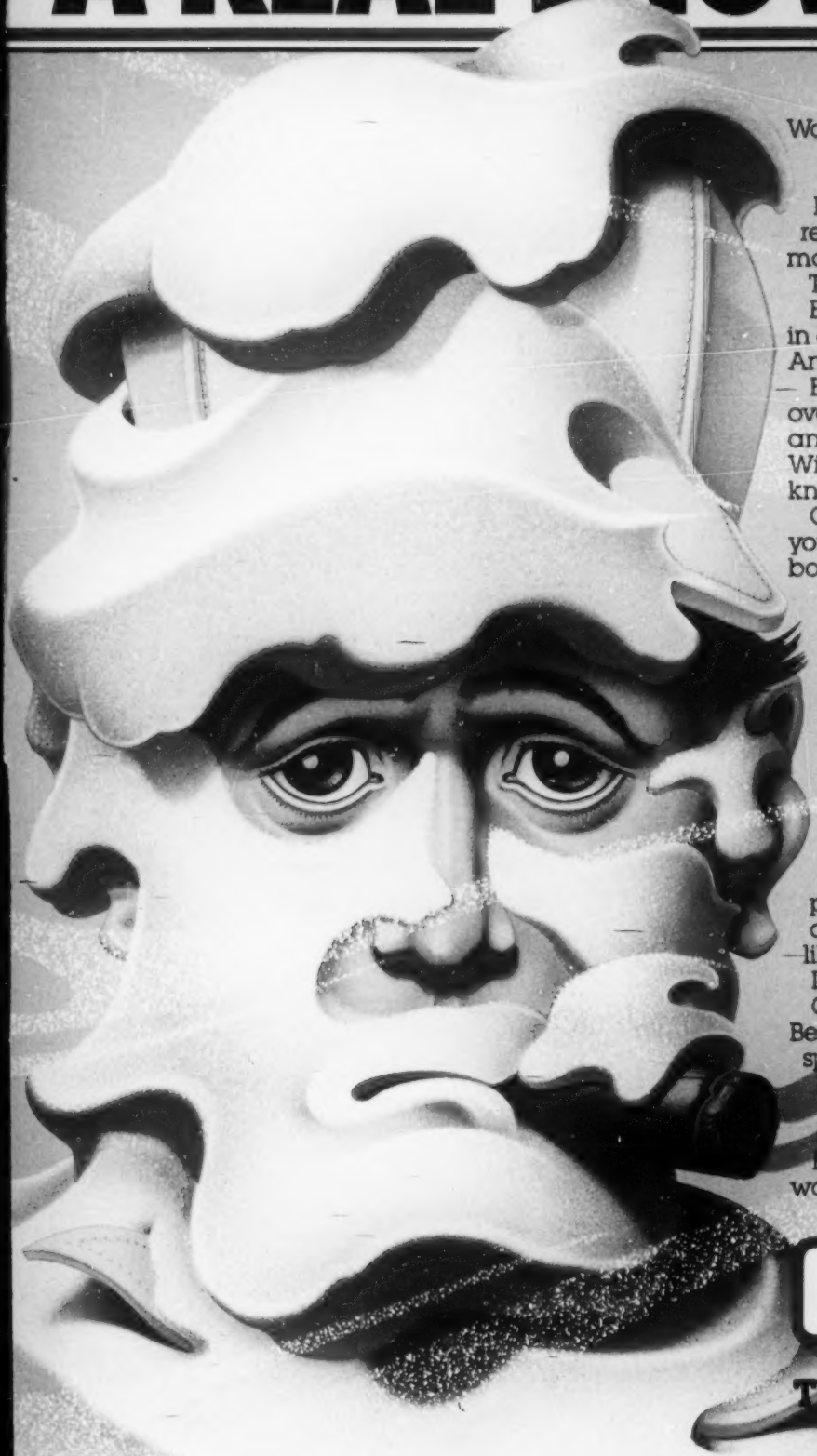
School Bus Body Type Fatal Accidents and Related Fatalities for 1982-1987



SOURCE: FARS 1987

"In 1987 there were 172 fatalities involving vehicles used for school-related activities," according to the Fatal Accident Reporting System published by National Highway & Traffic Safety Administration. Only a fraction of those, 11 persons, were occupants of the buses; meanwhile, 113 were occupants of other vehicles while 48 were non-occupants, including children in the loading and unloading zone. Thus, while school buses are statistically ranked by the National Safety Council as the safest vehicles on the road, along with farm equipment and motor scooters, the loading and unloading zone does not describe the total school bus fatality environment.

A REAL SNOW JOB



Watch out.

It's coming down fast and thick.

A flurry of lies, lies and more lies. "Reasons" why buying some rebuilt parts for your Bendix system make sense.

Talk about piling it on.

Before you know it, you're buried in an avalanche of promises. And then the *real* fun starts.

Because you could be driving all over the road in an unbalanced and undependable vehicle. Without a snowball's chance of knowing it until it's too late.

Of course you may think it's not your fault you bought what you bought.

The guy told you it was a Bendix.

It might have been painted Bendix blue.

Heck, the Bendix name might even have been stamped into the body.

But that's the danger of snow. It can blind you.

Catch the drift!

System compatibility is critical to brake balance—and braking performance. So insist on parts of original equipment quality and like-new performance.

Insist on Genuine Bendix.

Only Bendix can remanufacture Bendix components to Bendix specifications. So look for the label that says "Remanufactured by Bendix." And if you don't see it, ask for it.

Because one thing's for sure. We won't leave you out in the cold.

THIS UNIT REMANUFACTURED BY Bendix

The Air Brake Experts.

Allied Signal

Circle 122 on SBF Action Card

School Bus Accidents By States 1987-1988

State	Total Vehicles	Annual Bus Mileage (000)	Pupils Transp. Daily	Type of School Bus Accident				Prop. Damage Only Acc.	Persons Injured	
				Total[a]	Other Veh.	Non-coll.	Fixed Obj.		Total	Pupils
U.S.[b]	**370,000**	**4,100,000**	**22,000,000**	**32,000**	**26,000**	**600**	**3,400**	**27,000**	**14,600**	**8,400**
Alabama	...	...	...	...	...	...	...	...	...	...
Alaska	684	5,805	45,008	59	47	0	10	50	9	4
Arizona	4,500	34,108	220,000	202	187	1	4	140	409	125
Arkansas	4,300	34,535	272,000	260	...	...	...	240	92	68
California	19,412	278,749	1,094,367	2,663	1,696	140	274	2,177	809	563
Colorado	4,451	43,341	227,313	180	158	2	11	114	142	93
Connecticut	5,192	...	349,000	567	529	0	33	490	144	77
Delaware	1,281	16,561	83,525	121	111	2	6	93	98	58
Dist. of Col.	...	...	...	...	...	...	...	...	...	...
Florida	9,400	182,516	766,381	1,012	835	20	122	861	373	250
Georgia	8,878	95,175	867,979	523	393	0	94	...	240	168
Hawaii	...	...	...	...	...	...	...	...	...	...
Idaho	2,225	20,415	122,000	90	78	5	4	82	8	2
Illinois	...	...	...	...	...	...	...	...	...	...
Indiana	10,015	63,477	684,582	969	...	...	...	824	301	105
Iowa	6,926	62,133	240,198	502	360	16	110	447	158	91
Kansas	...	...	...	...	...	...	...	...	...	...
Kentucky	6,700	80,114	451,483	826	720	6	76	739	224	201
Louisiana	...	...	...	...	...	...	...	...	...	...
Maine	2,378	32,261	169,635	168	...	...	...	...	...	...
Maryland	5,416	85,853	458,372	1,155	1,056	4	81	1,018	263	156
Massachusetts	...	...	...	...	...	...	...	...	...	...
Michigan	...	...	...	...	...	...	...	...	...	...
Minnesota	10,576	122,042	651,922	679	644	4	7	501	362	172
Mississippi	5,279	42,146	365,164	445	400	0	44	423	18	16
Missouri	10,444	102,360	441,890	1,018	789	75	99	784	548	405
Montana	1,354	16,457	59,083	47	35	0	12	40	7	5
Nebraska	...	...	...	...	...	...	...	...	...	...
Nevada	1,033	13,808	59,686	193	71	0	96	167	26	17
New Hampshire	...	...	...	...	...	...	...	...	...	...
New Jersey	13,234	121,661	649,607	570	517	...	30	278	289	180
New Mexico	...	...	...	...	...	...	...	...	...	...
New York	35,000	181,000	2,000,000	576	511	1	14	365	823	605
North Carolina	13,153	119,101	694,039	1,015	840	1	7	652	1,064	661
North Dakota	1,895	25,704	47,695	...	...	...	...	...	...	...
Ohio	...	...	...	...	...	...	...	...	...	...
Oklahoma	6,706	58,750	297,377	339	296	0	17	256	137	83
Oregon	4,599	42,504	215,000	389	219	7	159	370	38	21
Pennsylvania	...	...	...	...	...	...	...	...	...	...
Rhode Island	...	...	...	...	...	...	...	...	...	...
South Carolina	5,891	66,351	443,145	797	707	6	66	773	522	356
South Dakota	1,660	18,198	44,738	68	51	2	10	61	16	8
Tennessee	6,589	65,146	549,949	830	493	12	193	681	201	170
Texas	25,000	325,000	1,020,000	1,643	1,439	9	49	1,073	1,164	369
Utah	1,576	18,202	155,355	94	88	1	2	77	27	11
Vermont	...	...	...	...	...	...	...	...	...	...
Virginia	9,776	87,620	744,065	891	814	1	67	747	344	252
Washington	6,499	72,785	365,000	312	286	6	12	196	268	116
West Virginia	3,093	41,242	270,441	401	193	6	196	401	10	6
Wisconsin	7,211	79,011	470,652	815	692	5	29	559	571	286
Wyoming	1,554	14,786	43,973	32	30	0	2	28	7	1

SOURCE: National Safety Council Accidents Facts. The NSC surveys state departments of education and state traffic authorities. Most reports cover the 1987-1988 school year or 1988 calendar year. U.S. totals are NSC estimates for calendar year 1988.

[a] Totals include additional accident types not shown separately; [b] Procedures for estimating U.S. totals were revised for the 1985 edition and thus those figures are not comparable to estimates before the 1985 edition.

Percentage of School Buses By State Manufactured Prior to 1977

According to the 1989 **SCHOOL BUS FLEET** State Directors of Transportation Survey conducted in January 1989, 17 percent of the nation's 360,000 school buses were manufacutred before adoption of the 1977 FMVSS school bus safety standards. One year earlier the figure was 22.3 percent, and two years before that it was 33 percent. Thus, the pre-77 buses decline about five percent per year. Eleven states did not report data for the 1989 survey.

"YOU HAVE TO GIVE 200% TO THIS JOB. . . 100% TO THE ROAD AND 100% TO THE KIDS."*

Don't you wish all your drivers felt this way?

By getting your drivers to discuss problems associated with driving a school bus — and getting them **actively involved** in identifying solutions — you're a step toward that goal.

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COACHING THE SCHOOL BUS DRIVER™

This 5-hour, non-certification course can serve as a refresher for experienced drivers, or as a supplement to basic training. Course features:

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  - —CITY/SUBURBAN DRIVING
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  - —RURAL DRIVING
  - —BUS STOP PROCEDURES
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For information contact: *National Safety Council*

The National Safety Council
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Illinois: 312-527-4800 Ext. 8502

*Quote from "More Than a Job," a film in the "DDC-Coaching the School Bus Driver" Course.

Circle 106 on SBF Action Card

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A BOBIT PUBLICATION

FEBRUARY / MARCH 1990

SCHOOL BUS FLEET®

MANAGEMENT & MAINTENANCE OF PUBLIC & PRIVATE PUPIL TRANSPORTATION FLEETS

Reflective Bus Markings Gain Momentum

Desegregation Forces More Efficient Bus Use

Transporting 'Medically-Fragile' Children

State Directors Tally Pre-'77 Buses

NAPT Convention Report

A BOBIT PUBLICATION

SCHOOL BUS®

MANAGEMENT & MAINTENANCE OF PUBLIC & PRIVATE PUPIL TRANSPORTATION FLEETS

Vol. 36 No. 1

February / March 1990

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Cover photo courtesy of 3M Corp.

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EDITORIAL AWARD
JESSE H. NEAL CERTIFICATE, 1985

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Pre-'77 School Bus Use Declines By 28 Percent

Survey shows the trend toward replacing the pre-standard school buses continues to decline at a steady pace.

Older, pre-standard buses are being phased out at a steady pace of about 25 to 30 percent annually.

According to the latest data, only about 12 percent, or 41,000, of the nation's school bus fleet of 372,133 vehicles are still pre-1977 buses. That data is an improvement from a year ago when an estimated 17 percent of the school buses were reported to be of pre-1977 origin, and continues a trend of a decline from year to year of about five percentage points.

Those results emerged from the 6th annual State Directors of Pupil Transportation Survey. The survey was conducted by the editors of *SCHOOL BUS FLEET* magazine among all state directors of pupil transportation early in January.

State directors estimate that 11,132 pre-1977 buses will be replaced during 1990. If that estimate is carried out, replacement of pre-1977 buses will represent about one-quarter of the number of buses projected to be purchased this year.

It is impossible to accurately forecast what those buses will cost as they represent a variety of styles, models and types ranging from small Type A to large Type D school buses. Moreover, costs for buses vary nationwide. State directors estimate that if *all 41,000 pre-1977s in their states* were to be replaced, the cost nationwide would exceed $1.5 billion.

Four states — Delaware, Massachusetts, New Jersey and Vermont — report they have no pre-1977s remaining; meanwhile, three states — Maryland, West Virginia and New Mexico — report such a small handful of pre-1977s, that for all practical purposes those states, too, have no pre-standard buses operating in public school service.

"Our new buses are coming into the shop at this time. We had only 35 pre-DOT buses as of July 1989. All pre-DOT buses should be purged out of our state at the conclusion of this bus purchase cycle," said Mike Roscoe of the West Virginia Department of Education.

Several states have laws on their books which mandate the replacement of the pre-1977s, and the "sunset" dates for total replacement in some states have arrived.

Massachusetts provision

In Massachusetts, a provision that "every school bus operated on any way shall be chassis model year 1977 or a subsequent model year took effect on Aug. 15, 1989," said Dr. Leo Turo, Massachusetts DOE.

Meanwhile, in New Jersey, "Pre-1977 vehicles are not approved for the transportation of students under the jurisdiction of a local board of education," said Linda Wells of the New Jersey DOE.

Legislators and educators in Washington and Minnesota have proposed legislation to eliminate the older buses. However, in Washington, increasing school enrollment is actually preventing replacement of pre-standard buses.

"School districts are keeping buses which they planned to dispose of because of recent enrollment growth," said Don Carnahan, Washington state supervisor of pupil transportation. Over the past two school years enrollment in Washington grew by 36,000 pupils.

Meanwhile, in New York the move to eliminate pre-standard buses is complicated by the church/day-care/scout lobby. "They lobby to get the buses because they can't afford the prices of new ones," said George Davis, New York DOE and this year's president of the state directors' association. Davis hopes the state will replace 600 of its 1,100 pre-1977 buses from school use this year.

The picture nationwide regarding pre-standard buses in school transportation may actually be more favorable than appears from the data. Several directors reported that many of the older, pre-standard buses in their states are not in active use, but instead are serving as either spare buses or are being cannibalized for parts.

"Of the 501 Pennsylvania school districts, most have a regulation that stipulates that buses older than 10 years will not be used in the regular transportation of pupils. They may, however, be used as spare buses," said John S. Dattalo, a management consultant for the Pennsylvania DOE.

"Many of our pre-1977s are spare buses and see relatively minimal use," said Dennis Johnston, South Dakota DOE. "They are not worth much on a trade, and consequently they are kept and sometimes used for spare parts."

In addition, several states are on the verge of total elimination of pre-standard buses from their fleets.

Altogether, eight states reported that fewer than five percent of their school buses are of pre-standard vintage. That means by early 1991 we will likely see at least 15 states with no pre-1977 school buses in public school transportation service.

Percentage Of Pre-'77 Buses 1989-90

Source: Reports from State Directors of Pupil Transportation and SCHOOL BUS FLEET Magazine.

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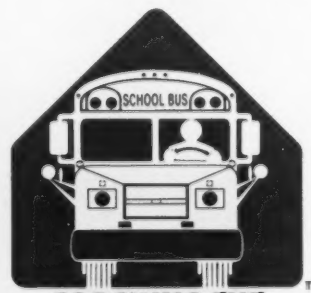

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*Quote from "More Than a Job," a film in the "DDC-Coaching the School Bus Driver" Course.

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A BOBIT PUBLICATION

OCTOBER / NOVEMBER 1990

SCHOOL BUS FLEET

MANAGEMENT & MAINTENANCE OF PUBLIC & PRIVATE PUPIL TRANSPORTATION FLEETS

Winterizing Bus Fleets

Selling a Bus Business

Top 100 School Bus Fleets

School Transportation in Britain

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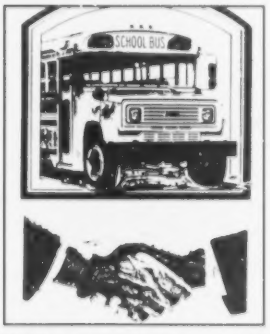
SCHOOL BUS FLEET

MANAGEMENT & MAINTENANCE OF PUBLIC & PRIVATE PUPIL TRANSPORTATION FLEETS

Vol. 36 No. 5

Lubricant. *29*

Comics. *44*



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On the cover: the Ward Senator. Photo by Bill Ward.

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TOP 100
Laidlaw Transit Inc (US) Ryder Student Transportation Mayflower Contract Service Laidlaw Transit Ltd (Canada) National
School Bus Service Vance Public Schools Fairfax County Express Dallas County Schools Independent School
District Dade County Public Schools Cook-Illinois Transcomm Inc All Way Transportation Charlotte Mecklenburg School District Duval County Public Schools
Baltimore County School Board Wisconsin Inc Cobb County Public Boston Public Schools Elementary & Secondary Education Voluntary Public Schools
Towne Bus Company Stockton Unified School District Virginia Beach City Public School District Caddo Parish
School District Metro Nashville Board of Brevard County Albuquerque Public Schools LA County
Office of Education Portland Public Schools Fort Worth Public Schools Memphis Public Schools Jefferson Parish Public Schools
Pasco County Schools Robinson Bus Service George Krapf Jr & Sons Inc Briggs Bus Lines Logan Bus Company St. Louis
Public School Knox County Department of Public Instruction St. Paul Public Schools Special School District of St. Louis An-

Survey Finds Largest School Bus Fleets

Top 100 fleets are listed for school districts and contractors.

By Lenny Levine

The top guys are still on top, but place and show were reversed in both categories from last year.

SCHOOL BUS FLEET magazine's sixth annual Top 100 Fleet Survey for 1990 has the New York City Board of Education leading the pack in the school district category race again, with 3,244 buses. But Chicago Public Schools, which moved up a notch from the third spot last year to second this year with 3,000 buses, and Los Angeles Unified School District, which fell from second to third with 2,941 buses, are breathing down New York's neck.

On the contracting side, Laidlaw Transit Inc. (U.S.) remains king of the hill by a wide margin. It has 17,689 buses, more than twice as many as its nearest competitor. That nearest competitor is Mayflower Contract Services, with 7,650 buses. Mayflower overtook Ryder Student Transportation, dropping Ryder, with 7,543 buses, to No. 3.

Combined, the top 100 districts and contractors (27 contractors and 73 districts) own about 23 percent of the nation's 372,133 school buses. The cutoff for this year's list was about 200 buses; in 1989 it was about 149 buses.

Survey respondents plan to buy a substantial number of buses for this school year. For example, the top 73 districts responding to the survey said they plan to buy 378 small buses, 2,144 large buses and 126 vans or multi-purpose vehicles (MPVs). And that's just the tip of the iceberg: Add to that the rest of the nation's districts, contractors and districts in the top 73 which had not finalized buying plans in time for the survey.

So fleets will expand and new buses will continue to replace old. And, in some cases, bus companies will be replaced.

The Office of Pupil Transportation of the New York City Board of Education "has realized dramatic improvements in the quality of service. Twenty bus companies that have failed to provide quality school bus service to special education students were denied contract extensions. This bold action put the entire contract school bus industry on notice that those companies which choose not to provide quality service will lose their Board of Education contracts."

Kevin F. Gill, executive director for support services for New York's Board of Education, said, "We have already begun to see important improvements in the bus service in New York City."

In addition to that admonishment to perform or perish, people who run school buses have another demon to deal with: the money crunch.

"The biggest news in North Carolina is budget cuts, and they're causing severe problems," said Dr. Wyatt Harper, director of transportation at Wake County Public Schools in Raleigh. He said a state-mandated fuel conservation program and the ever increasing price of gas "reflect on our ability to transport schoolchildren." Harper, whose district ranked 23rd with 678 buses, all district owned, said he has a shortfall in transportation. That means eliminating warm-ups for buses, streamlining routes, reducing some driver salaries because fewer miles will be driven, buying fewer buses and keeping those on hand running better, Harper said, and more students walking to school and walking farther.

$13.40 for drivers

Alan Aronson of Transcom, a contractor in the Boston area, also said his students are walking farther. And he noted that "with the downturn in the economy, we have a waiting list for drivers." His drivers get $13.40 an hour plus 75 percent paid medical.

Chicago just contracted for a computerized bus routing system which will save vehicles and dollars, according to Peter Grandolfo, teacher-coordinator for the Chicago Public Schools. He expects it to be fully operational in a year. Grandolfo said the fuel crunch hasn't affected his operation yet: "The fuel crisis came in after the (bus) contracts were let," he said.

Obtaining fuel is also not yet a problem for Tom Callahan, supervisor of transportation and maintenance for Pasco County Schools in Port Richey, Fla. Nor is finding mechanics. "We get 20 to 30 applicants for each mechanic job," Callahan said, "and many of them have lots of experience." He said his long-term concern is how Commercial Driver License (CDL) testing will impact the driver shortage.

Terry Fitzpatrick, vice president of Simcoe Transit Co. in Oshawa, Ontario, Canada, noted a tightening of the transportation dollar north of the border. He said he has no problem obtaining fuel. "There's lots of fuel," he said. "But it's expensive." He noted that Canadian fuel prices were much higher than those in the United States before the Persian Gulf crisis, so the percentage of U.S. increase is much more than in his country.

Largest 100 School Bus Fleets

RANK	SCHOOL DISTRICT, CITY	No. Large Buses	No. Small Buses	Lifts Large Buses	Lifts Small Buses	Pupils Daily	Fleet '90	Fleet '89	+/- '89	No. Under Contract
1	New York City Board of Education New York, NY	1963	1281	0	259	130,000	3244	3269	-25	3244
2	Chicago Public Schools Chicago, IL	1890	1100	40	240	50,647	3000	2890	110	3000
3	LA Unified School District Los Angeles, CA	2487	454	111	0	81,947	2941	2895	46	1342
4	Milwaukee Public Schools Milwaukee, WI	720	880	20	40	44,000	1600	1600	0	1600
5	Fairfax County School District Alexandria, VA	1301	0	160	0	95,000	1301	1227	74	0
6	Dallas County Schools Dallas, TX	744	486	5	20	43,000	1230	1166	64	0
7	Dade County Public Schools Miami, FL	1016	5	336	0	53,816	1036	970	66	20
8	Prince George County School District Upper Marlboro, MD	798	222	51	19	77,000	1023	989	34	3
9	Houston Independent School District Houston, TX	629	330	14	98	37,000	959	972	-13	0
10	Hillsborough County School District Tampa, FL	784	144	9	111	67,000	928	846	82	0
11	Philadelphia School District Philadelphia, PA	820	93	96	0	28,670	913	1054	-141	320
12	Jefferson County School District Louisville, KY	664	243	44	15	65,000	907	882	25	187
13	Montgomery County School District Rockville, MD	782	124	19	71	69,524	906	898	8	0
14	Orange District School Board Orlando, FL	816	20	1	118	54,499	836	-	-	0
15	Hawaii Department of Education Honolulu, HI	551	261	1	93	38,730	812	793	9	798
16	Duval County School District Jacksonville, FL	521	250	0	167	52,000	771	742	29	771
17	Baltimore County School District Baltimore, MD	696	0	82	0	52,000	737	673	64	41
18	Charlotte Mecklenburg School District Charlotte, NC	724	0	39	0	51,000	724	759	-35	0
19	Cobb County Public Schools Marietta, GA	547	171	0	45	53,000	718	659	59	0
20	DeKalb County Public Schools Tucker, GA	495	200	20	15	57,000	695	625	70	0
21	Detroit Public School District Detroit, MI	535	150	0	0	25,000	685	685	0	0
22	East Baton Rouge Public Schools Baton Rouge, LA	581	100	0	15	45,900	681	637	44	0
23	Wake County Public Schools Raleigh, NC	565	113	0	21	40,000	678	679	-1	0
24	Columbus Public Schools Columbus, OH	653	8	16	0	32,000	661	552	109	113
25	Boston Public School District Boston, MA	240	200	0	0	28,000	640	652	-12	0
26	Gwinnett County Public Schools Lawrenceville, GA	535	104	0	31	56,800	639	565	74	0

Largest 100 School Bus Fleets

RANK	SCHOOL DISTRICT, CITY	No. Large Buses	No. Small Buses	Lifts Large Buses	Lifts Small Buses	Pupils Daily	Fleet '90	Fleet '89	+/- '89	No. Under Contract
27	Dept. Elementary & Secondary Ed. (Vol Desegregation) St. Louis, MO	428	185	0	3	15,000	613	603	10	613
28	San Diego Unified School District San Diego, CA	346	262	2	98	19,400	608	583	25	302
29	Broward District School Board Ft. Lauderdale, FL	596	5	61	3	52,083	601	-	-	0
30	Minneapolis Public Schools Minneapolis, MN	43	130	14	25	43,202	560	691	-131	390
31	Cleveland City Schools Cleveland, OH	544	0	24	0	37,400	544	500	44	0
32	Virginia Beach City Public Schools Virginia Beach, VA	420	111	0	67	58,000	531	521	1	0
33	Clark County School District Las Vegas, NV	358	152	30	24	36,000	510	457	53	0
34	Palm Beach District School Board West Palm Beach, FL	473	20	67	8	48,000	493	-	-	0
35	Prince William Co. Public Schools Bristow, VA	421	60	27	11	28,500	481	482	-1	0
36	Caddo Parish School District Shreveport, LA	478	1	26	0	28,914	479	460	19	0
37	Omaha School District Omaha, NE	63	165	0	31	14,000	475	472	3	165
38	Austin Independent School District Austin, TX	292	179	2	29	21,500	471	538	-67	0
39	Metro Nashville Public Schools Nashville, TN	371	89	22	10	45,946	460	460	0	0
40	Lee District School Board Ft. Myers, FL	453	0	54	0	31,000	453	-	-	0
41	Anne Arundel County Public Schools Annapolis, MD	450	0	40	0	46,500	450	451	-1	385
42	School Board of Brevard Co. Rockledge, FL	450	0	55	0	29,000	450	415	35	0
43	Polk District School Board Bartow, FL	433	11	68	3	34,826	444	-	-	0
44	Denver Public Schools Denver, CO	318	99	0	46	19,788	425	425	0	0
45	Portland Public Schools Portland, OR	256	167	2	40	14,000	423	400	23	320
46	Albuquerque Public Schools Albuquerque, NM	305	115	28	1	32,000	420	409	11	420
47	Cypress-Fairbanks ISD Houston, TX	358	50	31	0	36,000	416	404	12	0
48	Winston-Salem/Forsyth County Schools Winston-Salem, NC	414	0	30	0	23,093	414	414	0	0
49	LA County Office of Education Downey, CA	12	392	2	86	4500	404	400	4	404
50	Seattle Public Schools Seattle, WA	270	118	0	26	20,000	388	400	-12	388
51	Buffalo Public School District Buffalo, NY	306	57	5	12	23,700	384	402	-18	369
52	Jefferson Parish Public Schools Marrero, LA	331	2	14	1	41,704	333	328	5	333

Largest 100 School Bus Fleets

RANK	SCHOOL DISTRICT, CITY	No. Large Buses	No. Small Buses	Lifts Large Buses	Lifts Small Buses	Pupils Daily	Fleet '90	Fleet '89	+/- '89	No. Under Contract
53	Fort Worth Public Schools Ft. Worth, TX	310	22	27	9	11,000	332	332	0	0
54	St. Louis Public Schools St. Louis, MO	100	130	0	6	15,000	320	320	0	300
55	St. Paul Public Schools St. Paul, MN	315	4	16	2	30,117	319	300	19	314
56	Knox County Dept. of Public Instruction Knoxville, TN	258	69	0	27	32,372	317	317	0	313
57	Anchorage Public Schools Anchorage, AK	268	43	22	13	18,000	311	277	34	192
58	Tucson Unified School District Tucson, AZ	218	57	5	28	15,000	311	245	66	36
59	Pasco County Schools Port Richey, FL	303	0	60	0	23,000	305	327	-22	0
60	Seminole District School Board Winter Springs, FL	185	20	27	3	26,000	305	-	-	0
61	Jefferson County Public Schools Lakewood, CO	292	30	3	0	25,000	295	273	22	0
62	Spec. School District of St. Louis St. Louis, MO	266	26	151	0	2750	292	292	0	0
63	St. Lucie District School Board Ft. Pierce, FL	287	5	15	2	15,000	292	-	-	0
64	Rockford Public Schools Rockford, IL	186	100	6	0	19,161	286	272	14	106
65	Oklahoma City Public Schools Oklahoma City, OK	223	62	17	2	13,500	285	265	20	0
66	Northside Independent School District San Antonio, TX	282	0	27	0	20,000	282	270	12	0
67	Leon District School Board Tallahassee, FL	276	0	30	0	16,000	276	-	-	0
68	Sarasota District School Board Sarasota, FL	268	0	21	0	16,700	268	-	-	0
69	Memphis Public Schools Memphis, TN	140	115	0	59	19,000	255	331	-76	255
70	Long Beach School District Long Beach, CA	133	17	0	15	20,000	231	245	-14	203
71	Mesa School District Mesa, AZ	139	81	0	52	16,024	220	219	1	0
72	Washoe County School District Sparks, NV	188	20	34	20	12,500	208	194	14	0
73	Alachua District School Board Gainesville, FL	189	19	12	19	15,200	208	-	-	0

RANK	CONTRACTOR, CITY	No. Large Buses	No. Small Buses	Lifts Large Buses	Lifts Small Buses	Pupils Daily	Fleet '90	Fleet '89	+/- '89
1	Laidlaw Transit Inc. (U.S.) Van Nuys, CA	12,286	2524	822	1590	808,382	17,689	17,571	118

Largest 100 School Bus Fleets

RANK	CONTRACTOR, CITY	No. Large Buses	No. Small Buses	Lifts Large Buses	Lifts Small Buses	Pupils Daily	Fleet '90	Fleet '89	+/- '89
2	Mayflower Contract Services Shawnee Mission, KS	5400	1890	74	386	400,000	7650	7300	350
3	Ryder Student Transportation Miami, FL	4543	2500	100	100	400,000	7543	7500	43
4	Laidlaw Transit Ltd. (Canada) Burlington, ON	2639	1029	2	126	330,000	3732	3680	52
5	National School Bus Service Palatine, IL	2500	544	15	100	261,000	3044	3000	44
6	Vançom Incorporated South Holland, IL	1680	710	28	111	231,000	2390	2010	380
7	Durham Transportation Rosemead, CA	1254	972	130	226	67,377	2226	1922	304
8	Charterways Transportation London, Ontario, CN	1257	177	3	35	60,000	1497	1460	37
9	Atlantic Express, Inc. Staten Island, NY	1286	210	74	24	32,500	1496	1433	63
10	Cook-Illinois Corporation Oak Forest, IL	700	450	10	50	125,000	1200	1200	0
11	Transcomm Inc Mattapan, MA	500	500	0	60	40,000	1000	1000	0
12	School Services & Leasing Inc. Edwardsville, KS	628	344	5	45	80,000	972	869	103
13	All Way Transportation Scarborough, Ontario,	324	608	0	57	24,500	932	907	25
14	Mark IV Charter Lines Gardena, CA	264	238	0	39	28,096	730	835	- 105
15	Towne Bus Company Hicksville, NY	275	420	5	70	40,000	695	720	-25
16	Stockway Transportation Richmond Hill, ON	440	228	1	55	26,930	668	650	18
17	Septran Inc. Bloomington, MN	140	525	0	40	20,000	665	650	15
18	George Krapf Jr. & Sons, Inc. Glenmoore, PA	315	148	3	17	38,250	463	440	23
19	Suffolk Transport Services, Inc. Bayshore, NY	175	0	1	23	35,000	425	450	-25
20	Simcoe Transit Co. Oshawa, Ontario, CN	270	150	5	50	12,000	420	340	80
21	Briggs Bus Lines Edmonton, Alberta	310	110	5	35	16,000	420	375	45
22	Logan Bus Company Ozone Park, NY	140	210	0	0	10,000	350	350	0
23	Medicine Lake Bus Company St. Paul, MN	302	30	5	15	12,500	332	270	62
24	Stewart Bus Company Chicago, IL	130	175	10	25	6000	305	305	0
25	Riteway Bus Service Inc. Richfield, WI	150	100	0	20	15,500	250	225	25
26	Action Transit Enterprise Inc. Pittsburgh, PA	50	150	5	5	11,000	215	190	25
27	Special Transportation Incorporated Lansing, MI	98	100	75	75	3000	200	226	-26